



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street  
San Francisco, CA 94105-3901

May 13, 2008

James Goldstene, Executive Officer  
California Air Resources Board  
1001 "I" Street  
P.O. Box 2815  
Sacramento, CA 95812

Regarding: Adequacy Status of Motor Vehicle Emissions Budgets contained in the *Eight-Hour Ozone Attainment Plan for San Diego County*

Dear Mr. Goldstene:

We have found adequate for transportation conformity purposes the motor vehicle emissions budgets (MVEBs) in the submitted *Eight-Hour Ozone Attainment Plan for San Diego County* (May 2007) ("2007 San Diego Eight-Hour Ozone Plan"). As a result of our adequacy finding, the San Diego Association of Governments and the U.S. Department of Transportation must use these budgets in future transportation conformity analyses.

By letter dated June 15, 2007, the California Air Resources Board (CARB) submitted the 2007 San Diego Eight-Hour Ozone Plan to EPA as a revision to the California State Implementation Plan (SIP). The plan identifies regional MVEBs for the San Diego County area for ozone precursors (i.e., volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>)) for the year 2008 as shown in the table below.

<b>8-Hour Ozone Attainment Plan Motor Vehicle Emissions Budgets San Diego Nonattainment Area</b>		
	VOC	NO <sub>x</sub>
2008 and Subsequent Years Emissions Budgets (summer day, tons per day)	53	98

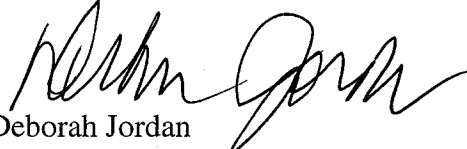
On January 31, 2008, we announced receipt of the 2007 San Diego Eight-Hour Ozone Plan on the Internet and requested public comment on the adequacy of the MVEBs by March 1, 2008. We did not receive any comments during that comment period.

This letter transmits our decision that the MVEBs contained in the 2007 San Diego Eight-Hour Ozone Plan are adequate for transportation conformity decisions. After reviewing the 2007 San Diego Eight-Hour Ozone Plan, including responses to public comments on the plan, we have preliminarily determined that it provides for attainment of the eight-hour ozone standard, established by EPA in 1997, within San Diego County. We have detailed our adequacy finding in the enclosure. A copy of this letter and its enclosure will soon be posted on the Internet at: <http://epa.gov/otaq/stateresources/transconf/pastsips.htm>.

We will also announce this adequacy determination in the Federal Register. This determination will become effective 15 days after the Federal Register announcement.

If you have any questions regarding this decision, please call me, or your staff can contact John J. Kelly at 415-947-4151, [kelly.johnj@epa.gov](mailto:kelly.johnj@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Deborah Jordan', written over a horizontal line.

Deborah Jordan  
Director, Air Division

Enclosure

cc: Robert Reider, San Diego County Air Pollution Control District  
Elisa Arias, San Diego Association of Governments

Sharon Herzinger, California Department of Transportation  
Pedro Orso-Delgado, California Department of Transportation

Gene Fong, Federal Highway Administration  
Wade Hobbs, Federal Highway Administration  
Aimee L. Kratovil, Federal Highway Administration

Leslie Rogers, Federal Transit Administration  
Hymie Luden, Federal Transit Administration

## Enclosure

### Transportation Conformity Adequacy Review

Control Strategy State Implementation Plan (SIP) Under Review: "Eight-Hour Ozone Attainment Plan for San Diego County (May 2007)"		Date of SIP Revision Receipt by EPA: June 15, 2007	
Reviewer: John J. Kelly		Date: 5/2/2008	
Transportation Review Criteria		Is Criterion Satisfied? Yes/No	Reference in SIP Document/Comments
Sec. 93.118(e)(4)(i)	The plan was endorsed by the Governor (or designee) and was subject to a public hearing.	Yes	The June 15, 2007 SIP transmittal letter from CARB's Executive Officer to Wayne Nastri indicates Board adoption (CARB is the Governor's designee to adopt plans), and encloses the Board's Resolution (Resolution 07-15) adopting the plan. The submittal includes a Workshop Report, which describes public involvement and District response during a workshop held April 2, 2007. Also included is an affidavit proof of publication for the notice of public hearing, held May 23, 2007. The District also posted the plan on the internet at: <a href="http://www.sdapcd.org/planning/8-Hour-Ozone-Attainment-Plan.pdf">http://www.sdapcd.org/planning/8-Hour-Ozone-Attainment-Plan.pdf</a>
Sec. 93.118(e)(4)(ii)	The plan was developed through consultation with federal, state and local agencies; full implementation plan documentation was provided and EPA's stated concerns, if any, were addressed.	Yes	Consultation with federal, state and local agencies and the public was undertaken. Local Conformity Working Group met monthly (SANDAG, SDCAPCD, EPA, Caltrans, FTA, FHWA). EPA was able to comment on the draft plan prior to receiving the submittal, and those comments were addressed.
Sec. 93.118(e)(4)(iii)	The motor vehicle emission budget(s) is clearly identified and precisely quantified.	Yes	The motor vehicle emissions budgets are clearly identified and precisely quantified on page 2-4 of the plan.
Sec. 93.118(e)(4)(iv)	The motor vehicle emissions budget(s), when considered together with all other emission sources, is consistent with applicable requirements for reasonable further progress, attainment, or maintenance (whichever is relevant to the given plan).	Yes	Preliminarily, we find that the plan provides for attainment of the eight-hour ozone standard, established by EPA in 1997, within San Diego County. Additional emissions reductions will be achieved before and after the attainment date through California's ongoing emissions control program for engines and vehicles. These reductions will reduce emissions below the level that is needed to attain the 8-hour ozone standard.

Sec. 93.118(e)(4)(v)	The plan shows a clear relationship among the emissions budget(s), control measures and the total emissions inventory.	Yes	The emissions inventory is included with the plan and is consistent with and clearly related to the MVEB. Control measures are also consistent with and clearly related to the MVEB.
Sec. 93.118(e)(4)(vi)	Revisions to previously submitted control strategy or maintenance plans explain and document any changes to any previous submitted budgets and control measures; impacts on point and area source emissions; any changes to established safety margins (see §93.101 for definition), and reasons for the changes (including the basis for any changes to emission factors or estimates of VMT.	Yes	There are no previous 8-hour ozone attainment or maintenance SIPs.
Sec. 93.118(e)(5)	EPA has reviewed the State's compilation of public comments and response to comments that are required to be submitted with any implementation plan.	Yes	Public comments that were received by the District are described and responses included in the District's "Workshop Report", included in the SIP submittal package. Only several comments were received. Of those comments received, only two comments, both from SANDAG, warranted minor changes to the draft plan, and those changes were made.